

THE AIMS OF GENIUS

By Rabbi Jacob Kaplan

Gen. 32:27: "And the angel said to Jacob, 'Let me go for the morning dawn, and Jacob answered 'I will not let thee go until thou bless me.'"

In my last lecture I spoke to you on "The Penalty of Genius," showing how great men have always suffered in accordance with their greatness, because of their greatness. I asked why did Israel suffer? Why do great men suffer anywhere? And I found no more suitable answer than this: They suffered simply because they were great; greater than their surroundings. All great men suffer because they are not understood; because they are not of proportion with the environment.

Let me ask this evening, What for has and does Israel suffer? What for do great men suffer anywhere? In other words, what is the aim of genius? And the answer to the question is found in the words of Jacob: "I will not let thee go, until thou bless me."

All great movements and inventions of any consequence to man work have with human society at first; but if they be of real value, they will in the end be a blessing to humanity. If great men and great movements and inventions depended on popular applause at first there would be no progress whatever in the world, because most men see only the immediate result and not distant ultimate good.

Political and economic history abounds with illustrations.

The French revolution, its immediate result was evil to the superlative degree. Its distant, ultimate result is the greatest blessing that ever visited Europe. The immediate result of the freeing of the negro increased his misery and brought disorder to thousands of human beings, but the ultimate result depended and still depends on those who are great enough to persist in the idea of freedom for all human beings. If the freeing of the negro has not yet been recognized a blessing everywhere, I can only urge for your thoughtful consideration that the last pages of history have not yet been written, and when those pages will have been written we are sure that they will read thus: "The freeing of the negro in the United States was a blessing to humanity."

The introduction of the sewing machine threw out of employment those whose livelihood depended on needle work, but the ultimate result was a saving of labor, a benefit to society.

The introduction of the steam engine had for its immediate result the sheaving of thousands of public conveyances, and the air was rent with curses for the steam engine, but the steam engine persisted in spite of the curses, until it is universally recognized a public blessing.

Every introduction of labor saving machinery for manufacturing purposes has been followed by curses from those who were thus thrown out of employment, for it always means a reconstruction of a greater part of society; but machinery has persisted, and when the wounds have been healed, and society has reconstructed itself, the curses are exchanged with an acknowledgment that these inventions are indeed a blessing to civilization.

The wonderful, almost alarming strides that have been made in the improvement of farming implements yearly throws out of employment thousands of farm hands, but when these have found and fitted themselves for other employments there usually follows and there must follow an acknowledgment of the blessings which these useful instruments bestow on man.

Thus on every hand examples may be multiplied where great movements would have died in the inception were their life dependent on popular approval. It is always the persistency of some man or men great enough to see beyond popular prejudice to whom the world owes its greatest blessings.

The aim of these towering geniuses of humanity has ever been in the presence of ridicule, curses and persecution the superhuman determination: "I will not let go, until thou bless me."

Every great man is a thorn in the side of little men, for every great man brings a problem to the world which means one or two things, (1) either the little men must change their system of life, or (2) the genius must give way, and though sometimes the mighty heart of Caesar breaks, more often he says: "I will not let go, until I bring from the hard hearts of the prejudiced world a real, heartfelt blessing for my cause."

In recent history we have Shakespeare, Dr. Johnson, Luther, Lincoln, Henry George, Isaac M. Wise and an uncountable host of others who were scorned and hooted off the stage of life, but they said to the world in unmistakable accents: "I will not let thee go until thou recognize in my cause a veritable blessing."

This is the aim of genius everywhere at all times.

Throughout the centuries, was the aim, object and mission of Israel: "I will not let thee go until thou bless me."

From the moment when the first patriarch, Abraham, took up his wandering staff, leaving his home in which he gathered the fancies of childhood, up to the present time when the sons of Israel are scattered over the entire face of the earth, our aim and object has ever been to become a blessing to the peoples of the earth.

The whole story of Abraham's life, how his mighty soul felt circumscribed in his father's idolatrous home,

how he made inroads into his soul in search of his God, how he showed others the way to God, how he left his father's house to go whithersoever that God would send him, how, through all his complicated life, he daily sought the luxury of doing good, how he would seek peace at any cost, when only his own interests were at stake, but how he would fight like a true soldier when other people's welfare was involved, not taking so much as a shoe lace for his trouble. All this, yes all these silent volcs of a great soul won for him the acknowledgment that he had indeed lived to be a blessing to those who knew him; and as one noble deed is an infinite of noble deeds, so Abraham was promised that not only those who knew him, but in the character, "In thee all the nations of the world shall be blessed."

Isaac's life tells the same story. The meek, gentle, peace loving disposition of Isaac had in view the same object, and accomplished the same results. At Esau the Philistines took away his food of water and he quietly pitched at Sitnah and dug another well. Again the Philistines stopped his well and again he removed and dug another at Beersheba, until finally Abimelech, king of the Philistines, came to Isaac and extended to him the hand of fellowship saying: "Let there be peace between us, for thou art the blessed of God."

And Jacob, too, in that night, when he fought with the angel in the darkness shows the same tenacity to principle, which in the end wins from the most stubborn, icy, unappreciative heart an acknowledgment that persistence in a righteous principle is indeed worthy of the highest admiration.

"Let me go," says the angel to Jacob, "for the light of morning is breaking in upon us, and Jacob answered: 'I will not let thee go, until thou bless me.'"

In Egypt the children of Israel might have been just as happy and perhaps much happier in their ignorance and in their slavery than they were ever since. In fact their freedom worked havoc to Egyptian society and brought much misery to Israel. More than once did the children of Israel, seeing only the immediate result of freedom, murmur against Moses, and curse him for this unheard of innovation into their lives, this upsetting of their accustomed status of society.

"It is not because there were not graves enough in Egypt; that thou hast taken us away to die in the wilderness."

And again they wept: "Who shall give us meat to eat? We remember the first which we ate in Egypt for naught, the cucumbers, the melons, the leeks, the onions and the garlic. But Moses stood firm like a rock. He showed his genius by doubting often in his greatness. Time and again he would enter his own soul to see whether he had not better give up this whole struggle, for he worked not for his own good but for their's. At such times, however, the fire of genius burned within him and with ever renewed energy and determination he would say:

"I will not let thee go, until I have become a blessing to you; until you bless me."

It was too tedious in one lecture to examine the life of each of the prophets, but if we did, we should find that each one in one form or another had the same struggle and that the fire of their genius led them to put aside all selfish motives and to determine on this one aim: "I will not let thee go, until I have been a blessing to you."

Jeremiah's honest, human struggle, showing the mighty force of his soul is portrayed in master strokes by his own hand. "I thought," he said, "I thought I would speak no more in the name of God, but then it was within me like a burning fire, shut up in my bones; I tried to withstand it, but I could not."

Thus, my friends, Israel's mission and aim through the centuries, silent, awful, majestic, persistent, has been: "I will not let thee go, until thou bless me."

The immediate result of Israel's sugar-natured persistency in the principles of his confusion threw the world in confusion and uproar. Neither the rock, nor the bastion; neither the devilish device of the crusaders, nor the devilish instruments of the inquisition, could shake Israel's sons and daughters from their convictions and high resolves. Even so great a man as Martin Luther, to whose genius and manly courage I bow in humble adoration, was thrown into utter confusion by the unshakable persistency of Israel to the mission entrusted to him by Allwise Creator. At first Luther thought the Jews would be easily won over to his conception of religion, if only they be treated with kindness, but when he saw that even kindness could not make the Jew faithful to his mission, he treated them with scorn and bitterness. Bitter and grand as Luther's conception of religion was, it was not beautiful and grand enough for Israel, for as Carlyle has said: "What is better than itself it cannot put away, but only what it works."

Israel has time and patience and endurance and will persist silently, majestically, acerbimely, until he will have become a blessing to humanity. Some one might ask, "If you are secure in your mission, why do you not send out missionaries to convert the world to your religion?"

Israel has never sent out salaried preachers and never intends to send out preachers to convert the world. Only a spirit of ignorance and narrowness: only a befogged conception of the character of God could frame such a law: "Extra ecclesiam nulla salus." ("Outside of the church there is no salvation.")

Ruskin has well said: "Your converted children, who teach their par-

ents; your converted convicts who teach honest men; your converted dunces, who, having lived in cretinous stupefaction half their lives, suddenly awaking to the fact of their being a God, fancy themselves therefore his peculiar people and messengers," and I might add, and keep on affronting intelligent men with little doctrines that their great grand mothers centuries ago had long outgrown.

No, Israel does not send out preachers to convert the world. This is beneath the dignity of genius. Israel, and every genius, teaches as God teaches, by his superior personality.

The school boy runs home to upset the household with a new problem in geometry that he has learned which his father and grandfather and great grandfather have long since forgotten. The man with a thick cranium, who is struck by a thought once in a life time without dodging it, grows mad to set the world on fire at once with his precious little thought. He grows impatient and intolerant if you do not grow mad with him. But the geniuses, the mighty men of thought, can wait and must wait, until a world be prepared for their thoughts. Thus it has ever been and thus it shall ever be in the evolution of human thought and unfolding of human character. Thus, too, Israel has suffered silently and waited patiently with one burning desire in his heart: "I will not let go until I have become a blessing to humanity."

"Let me go, for the light of morning rises."

"Let me go, for the light of a new civilization is dawning upon the world," and the Jew says: "No, I will not let go. I am not willing to have you forget that you have kicked and cuffed me, scorned and persecuted me, and that in spite of it all I had the moral courage of my conviction and stood like a veritable mountain in the mighty roarings of fanaticism. I am not willing to have you forget the high principles for which the Jew stands. I will not let go, until your actions toward others and toward me will tell in unmistakable accents that all these centuries I have not suffered in vain, but that I have persisted like all great men and movements, in spite of yourselves, to be a blessing to humanity."

And now, we should continue to teach not by words but by our actions, by our life, by our personality, that we have no sympathy with the narrow dogmatism of sects, or the theologies of churches, but that our aims are beyond the clouds and deeper than the earth, so that we may wring from the hearts of even the most materialistic and unbending an acknowledgment that after all there is something noble and sublime in a people not wholly given up to the sensual and the low, but who unostentatiously and silently suffer for the truth which, when the morning of a grander civilization shall have dawned, will unite all men in one bond of fellowship. So may it be. Amen!

DEATH OF THOMAS J. HELM.

Another Old Resident Answers the Last Summons.

Thomas J. Helm, one of the best known men in Santa Fe, in fact in New Mexico, died Saturday morning at 8:45 o'clock, after an illness of only a week. He had been suffering with a cold and only on Monday afternoon took to his rooms in the Kahn block on the south side of the Plaza. The cold developed into pleurisy and that in turn in pneumonia. The deceased came to Santa Fe twelve years ago for his health from Indianapolis, Ind. He was appointed superintendent of the Santa Fe Southern and eight years ago general agent of the Denver & Rio Grande railroad with headquarters at Santa Fe, his territory covering all of New Mexico. This took him to the leading towns in the territory and gave him a large acquaintance. Before coming west he had been general agent at Indianapolis of the Big Four system, on which line he commenced railroad work. He was 56 years old and a member of the Masonic order and of the Benevolent and Protective Order of Elks, in which he took a great deal of interest and which he served in various capacities.

Mrs. Helm, who was in the east visiting relatives, has been notified of her husband's death, which came so unexpectedly, as only Friday it was thought that he was on the way to recovery. Her maiden name was Mary Lake, and she and the deceased were married at Red Key, Ind.

The only daughter of the deceased, Mrs. Joseph E. Kilbourne, is a resident of San Francisco, Cal., and she has also been informed by telegraph of her father's sudden demise.

Late Saturday afternoon the Elks received a telegram from Mrs. Helm from Red Key, Ind., to ship the remains there. They will be sent today over the Denver & Rio Grande and the Elks will have full charge of all arrangements.—New Mexican.

A Fine Edition.

The Citizen has received a copy of the souvenir edition of the Shelbyville, Ky., Sentinel. It contains thirty-eight pages, with handsome cover, printed on an excellent quality of book print, and every page is profusely illustrated.

What Is the Use

of suffering from indigestion if you eat what you want, or of starving yourself to avoid such distress? Acker's Dyspepsia Tablets taken after eating will digest your food perfectly and free you from all the disagreeable symptoms of indigestion and dyspepsia. Eat what you want at any time and take an Acker's Tablet afterward. Positively guaranteed. Your money will always be refunded if you are not satisfied. Write to us for a free sample. W. H. Hooker & Co., Buffalo, N. Y. J. H. O'Reilly & Co., and B. H. Briggs & Co.

"I have no more nervous headaches and rest very well at night."

When a woman suffers from female weakness and irregularity or other forms of womanly disease, the effect is certain to be marked in her nervous system, the general effect being, as in Mrs. Woodin's case, "nervous headaches, restlessness at night" and a run-down condition. It is simply common sense then which says if you cure the female weakness, irregularity, etc., you will cure the nervousness, sleeplessness, etc., by curing the womanly diseases which cause these ailments.

Dr. Pierce's Favorite Prescription cures the womanly diseases which undermine the general health. It establishes regularity, dries encumbering drains, heals inflammation and ulceration, and cures female weakness. It cures headache, nervousness, sleeplessness, etc., by curing the womanly diseases which cause these ailments.

Sick women are invited to consult Dr. Pierce, by letter, free. All correspondence strictly private. Address Dr. R. V. Pierce, Buffalo, N. Y.

"I feel more than grateful to you for the benefit I have received from Dr. Pierce's Favorite Prescription and Golden Medical Discovery," writes Mrs. Ernie E. Woodin of Millerton, Butte County, N. Y., care of Box No. 1. "For a number of years I had been troubled with female weakness, nervous headache, irregularity, restlessness at night, and in fact was a run-down, but after taking three bottles of Favorite Prescription and one of Golden Medical Discovery, I feel that I am entirely cured. I have no more nervous headaches, and rest very well at night; in fact, feel like a different person. Thanks to your kind advice and wonderful medicine, I feel well and am able to do any similar troubles to write to Dr. Pierce at once. They will not regret it."

"Favorite Prescription" has the testimony of thousands of women to its complete cure of womanly diseases. Do not accept an unknown and unproved substitute in its place.

Dr. Pierce's Pleasant Pellets should be used with "Favorite Prescription" whenever a laxative is required.

With fine half tone cuts, together with short sketches, and is artistically arranged as to general make up. The edition is by all odds the most progressive-like, showing in a marked degree prosperity that this office has ever received. C. M. Lewis is the editor, and Harry McCreight, brother of the junior member of The Citizen, is the young man who handles the mechanical end of the institution.

NEW MILLS.

To Handle Burro Mountain Ores of Grant County.

A correspondent of the Denver News, writing from Silver City, says: The International Gold Mining & Milling company of Malone, in the Burro mountains, is working a new force of men. A large body of high grade gold and silver ore has been exposed and a mill will shortly be constructed for the treatment of the ore. Dr. M. C. Sinclair, of Grand Rapids, Mich., president of the company, is on the grounds at present and will stop for some time.

The directors of the Michigan-New Mexico Copper company visited their properties at Lordsburg recently and were especially pleased with the carbonate mine which has thirteen feet of ore exposed in the tunnel, averaging \$4 gold, \$3 silver and 8 1/2 per cent copper. A mill of fifty tons capacity is in process of construction.

A corps of surveyors is at work on the railroad line from Waco, via Gallup and Clifton, to reach the Gallup and Durango coal fields. Ample capital is ready for the construction of the road, which will pass through Alma, within seven miles of Mogollon and four miles of Graham.

Considerable prospecting is going on at Stein's Pass by Colorado and Michigan parties in the interests of capitalists who have been attracted by the new impetus to the southwest, directed by the press of New York, St. Louis and other cities, who are giving considerable space to the subject. As values of ore struck every day in Stein's Pass are astonishingly high. A car load of lead ore is shipped regularly every week to El Paso.

George Reid, assistant manager of the Alessandro Mining company, operating in the Burro mountains, has received word from Judge L. P. Deming, manager of the company, who went east to consult stockholders with regard to erecting a leaching plant upon their property, that he has met with most flattering success and that in all probability the plant will be constructed immediately.

D. A. Walker and A. R. Gibson, treasurer and president of the American Consolidated Copper company, are spending several days in the Burro mountains inspecting the company's property. While here a contract will be let for the erection of a plant for treating the ore from their properties in the Shakespeare district.

THE SNOW STORM.

Biggest November Storm That Ever Fell on Colorado Plateau.

Rain commenced Wednesday night which turned to snow before morning, and it continued to snow until yesterday. The snow was wet and heavy and it played havoc with the telegraph, telephone and electric light lines. The telegraph and telephone lines were out of service Thursday. The electric light lines were kept up by a force of men.

Snow varying in depth from two to four feet now covers the entire plateau. The snow extended as far west as Hackberry, east to the Little Colorado and south to Wickenburg. It is the heaviest snow fall that ever occurred in this section so early in the season.

With the recent rains it gives a precipitation of about seven inches, and means an abundant supply of water for next season, and will be of great benefit, not only to this vicinity, but to all of Arizona.—Flagstaff Sun.

RAILROAD NOTES.

C. J. Dixon, superintendent of the Omaha division of the Illinois Central railroad, is dead at Cherokee, Iowa, after a long illness. He had been in the road's employ for over twenty-five years.

"Nacozari" is the name of a new private car just out of the Pullman works, of Pullman, Ill. The car passed through the city last Saturday night en route to El Paso for the El Paso & Northwestern railroad.

General Superintendent Sheppard, of the coast lines of the Santa Fe, after a couple of days sojourn in the metropolis, returned west last Saturday night, being accompanied as far as Fort Wingate by Major F. H. Hardie.

It is rumored that an effort will be made at the next legislature to change the present law exempting new railroads from taxation for six years after their completion, for a longer time.

Joseph W. Walker, who was here Friday and Saturday, left Saturday night for Wichita, Kan., to spend Thanksgiving with relatives and friends. Mr. Walker is the superintendent of terminals for the Santa Fe at Point Richmond, Cal.

Pat Walsh, the general baggage-master of the Santa Fe system, is in the city from his headquarters at Topeka.

The Optic says: J. J. McGinnis, of Albuquerque, has been appointed clerk for Roadmasters Dan and Jack Elliott. He will also be a member of both the orchestra and the band, playing the clarinet.

The two young men arrested in Williams last week on suspicion of having robbed a Santa Fe freight car, made a confession to the sheriff of the taking of goods from a car at Williams. A lot of cutlery and tobacco were among the articles taken.

The gigantic new Santa Fe shops at Topeka were formally dedicated Thursday night last with the largest ball ever held in that city.

The Chicago & Alton management has announced a 10 per cent increase in the pay of all section men. The pay has been \$1.35 per day, but now will be \$1.48. Scarcity of men led to the voluntary advance.

The new time table and circular for the Golden State limited, the new Rock Island train to California, has been issued. This circular gives all information of the Golden State limited, which is one of the finest trains in the west. It is illustrated with pen and ink drawings of the interior of the train, and altogether it makes a very handsome folder. The Santa Fe also has gotten out a folder for the new daily California limited. This folder is gotten up in red and brown effects. It is illustrated by drawings from photographs taken of the interior of the train and as an advertisement it would be hard to find a more neat affair.

Charley Hitchcock arrived at San Marcial to accept a position in the railway shops.

Dave Anderson was in San Marcial and passed in his resignation as a freight conductor. He has entered the employ of A. H. Hilton & Co., at San Antonio.

Engineer J. W. Lyons, of the south run, is having a fierce struggle with the devil, if a had attack of rheumatism has any connection with the agent of evil repute.

Brakeman L. J. Shepherd, of Conductor A. L. Forkner's freight crew, met with a misfortune at Lamy the other day, in that he had his second and third toe of his left foot broken, the latter considerably lacerated. It appears that some cars in the train were off the track, and while carrying a heavy block on which to place a jack screw for the purpose of raising the car onto the track, he dropped the block upon his left foot, with the above result. He was under a car at the time and could not escape the accident. His injury is quite painful, and will lay him up for at least ten days at his home in Las Vegas.

KENDRICK AT TOPEKA.

Helping to Adjust Differences With Engineers.

J. W. Kendrick, third vice president of the Santa Fe and head of the operating department, arrived in Topeka from Chicago, and this afternoon is in a conference with the committees representing the firemen and engineers, says the Topeka State Journal. General Manager H. U. Mudge has been closeted with Mr. Kendrick. It is understood from an unofficial source that the engineers and firemen will present to the officials of the Santa Fe a proposed new wage schedule, embodying certain increases in pay which it is claimed the men are entitled to. The officials, on the other hand, are said to be preparing to submit a counter statement, showing what readjustments of the scale the company is willing to make.

FOR GIGANTIC ENTERPRISES.

Fifty Millions for New Railroad, Smelter and Big Steel Plant.

Articles of incorporation of the Colorado, Arizona & Gulf Railroad company, the Southwestern Fuel & Iron company, the Gage National Reduction company, and the Bear Creek Mining & Reduction company will be filed within a few weeks, says the Denver Republican. Their aggregate capitalization will be \$50,000,000, which is said to have been subscribed. The four corporations will develop and furnish transportation to new areas of southwestern Colorado, northwestern New Mexico, southeastern Utah, and central Arizona. Denver will furnish supplies for a vast territory with great

A LANCE IN A LIFE TIME

to invest on the ground floor with owners, in a developed free milling gold mine that has produced, and has expended on it:

FIFTY THOUSAND DOLLARS

In development on the ledge and a complete five-stamp mill, with all other necessary machinery ready to run.

The Ozark is not a prospect, but a mine that has produced. We are placing 100,000 shares of development stock at 25c per share, capital stock 1,000,000 shares, (par value \$1 each), fully paid and non-assessable, to further develop and put the property on a paying basis.

A property lying near the Ozark, with nowhere as good a showing and very little development, sold last week to a New York syndicate for \$200,000. The Ozark will pay dividends and be worth par inside of six months. This is the best investment for the money that has ever been offered to the investing public.

Do not lose this opportunity. It will never come again. For further particulars, prospectus, report on mine, references, etc., address,

OZARK GOLD MINING & MILLING CO., MOSCOW, IDAHO.

natural resources. The route between this city and the Pacific coast as planned would be 250 miles shorter than any other railway projected or in operation.

The railroad is generally claimed to be a Gould project which will, when completed, furnish a western outlet for the Missouri Pacific-Denver & Rio Grande systems, and also for Gould's Texas Pacific system. The route will extend almost in a direct line from Denver southwesterly to San Pedro harbor, on the coast of southern California. The co-ordinate corporations are expected to develop the coal beds in the sections through which the railroad will pass, utilize the iron deposits which have lain dormant for lack of transportation facilities, and also open up the richest gold bearing sections of Colorado and southeastern Utah.

MANY TICKETS COUNTERFEITED.

The Santa Fe is Buncoed—Pinkerton Men on the Trail of the Gang.

Railroad ticket counterfeiting on a large scale has been unearthed by the Santa Fe passenger department, and the damage done has not yet been determined, says a dispatch from Los Angeles, dated November 21.

Transportation purporting to have been issued by the Cleveland, Lorain & Wheeling railway, that is part of the Baltimore & Ohio system, has found its way to Los Angeles. The tickets read: "Good for one first class passage to Barstow, California," from somewhere in the territory of the road purporting to have issued them. The tickets found are a clever imitation of original form, carrying the purported signature, "M. G. Carroll, general passenger agent."

Only two of these counterfeit tickets have been found by the Santa Fe. These were used from Berea, Ohio, and represent a value of \$200. The tickets, as they went the circuit of the railway auditors, bear only the coupon, reading Albuquerque to Barstow, and as no other coupons have turned up the counterfeiters may not have been used east of New Mexico. Undoubtedly many of these counterfeiters have been put into circulation. The Pinkerton agency has been apprised, and W. A. Pinkerton, who was in Los Angeles yesterday, is personally conducting the secret service inquiry into the subject. Detective Pinkerton departed last night for Denver.

FIREMAN GETS BIG DAMAGES.

Former D. & R. G. Employee is Awarded \$48,850 for Injuries.

One of the largest verdicts for damages ever awarded in Colorado was given to J. A. Scott, formerly a fireman on the Denver & Rio Grande railroad, in the district court at Colorado Springs. The jury brought in a verdict of \$48,850 for injuries sustained by him in jumping from a runaway train on the Cumbrie pass in December, 1900.

Scott stuck to his post till he believed there was no hope of saving the train when he jumped. The impact of his fall literally broke every bone in his body. Since that time he has been unable to work and was reduced to a sad state of destitution. The railroad company offered a quit claim signed by Scott for \$150 in full for all damages received to offset the suit. The jury refused to consider this more than to deduct that amount from the amount sued for by the crippled fireman.

The Aztec Index says: "The surveyors for the new Albuquerque-Durango road are now working in the Animas valley below Aztec. They

Kodol Dyspepsia Cure

Digests what you eat.

This preparation contains all of the digestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. It is unequalled for the stomach. Children with weak stomachs thrive on it. First dose relieves. A diet unnecessary.

Obtain only from E. O. Newell & Co., Chicago, Ill. Sold everywhere. Beware of cheap imitations. J. H. O'Reilly & Co. and B. H. Briggs & Co.

have been running levels with a view to obtaining the best route over and across the Animas-San Juan divide, and crossed it at the head of the Blauvelt canyon. They should make rapid progress from now on."

THREE THOUSAND MEN

Will Be Employed a Year on the Santa Fe Cut Off to Rio Puerco.

John W. Corbett, of Eastview, Valencia county, was in Santa Fe last Saturday and Sunday, and was here yesterday. While at the capital city he stated the Santa Fe cut off from the Pecos Valley line to Rio Puerco, on the coast line division, will pass through the southeastern part of Valencia county and will open a tract of rich country that has heretofore been almost inaccessible. Several survey lines have been run and during the past two or three weeks, many contractors have gone over the route. The bids for construction will be opened December 1 and it is expected work will be under way within three months. It is estimated by the chief engineer that it will require 3,000 men one year to build the cut off, as a part of the work is unusually heavy. A cut will be made across Abo Pass thirty-one feet deep. The country is almost ideal. Mr. Corbett thinks, as the altitude is from 6,500 to 7,000 feet and the land is unusually fine for grazing. He has put a well down seventy feet and has excellent prospects for water. The formation through which the drill has passed is peculiar, much like drift, and at times it has been necessary to blast. There is a large amount of timber all through the Manzana mountains. Eight miles below the town of Eastview is the copper region in Abo canyon. The town on the railroad survey is about fifty miles from the El Paso extension of the Rock Island system.

FREIGHT RATES HIGHER.

The Public Will Have to Pay for Recent Wage Increases.

At a meeting of executive officials of central freight lines, the trunk lines and southern roads held at the Trunk Line association's headquarters in New York, rates in the territory controlled by the association have been generally advanced, says the Journal of Commerce. The meeting was called primarily to discuss export rates, particularly those rates on southern lines from St. Louis territory, but resolved itself into a conference to advance rates. The increase is in line with action usually taken at the close of navigation.

It is learned on high authority that an increase of 2 1/2 cents per 100 pounds, Chicago-New York basis, on grain and grain products was decided upon. A corresponding advance in rate on glucose, glucose syrup, corn oil, corn syrup, etc., was made. The rate on dressed beef was increased 5 cents per 100 pounds, both domestic and export, and 5 cents a hundred also on provisions. The present rates on grain products from Chicago to New York are: Grain, export, 13 1/2 cents; grain, domestic, 17 1/2 cents; grain products, export, 15 cents; domestic, 17 1/2 cents. The present rates on dressed beef and provisions, both export and domestic, are 40 cents and 25 cents, respectively. The new rates will take effect on December 8.

As to the export rate situation on southern lines, it was alleged that some of the roads had been shading their rates from St. Louis territory in favor of southern as against northern ports, bringing them below the differential. A satisfactory understanding was reached in this matter, as is indicated by the agreement among the representative lines to advance rates. One of those present at the meeting is quoted as having said:

"In former seasons, when there was considerable rate cutting and the rate situation generally was demoralized, increases decided upon brought the rates up to perhaps not more than the normal tariff. The advance now agreed upon will, in view of the present favorable conditions, be a real increase."

One of the reasons given for this action was the general advance in wages to employees which is being granted by various railroads. It was also plain that if there ever was need of cutting rates to secure business, there certainly is no necessity for such action now.

Freight is piled up at Pittsburgh, for lack of transportation, to such an extent that 60,000 miners, mill men and furnace workers are reported to be idle. Operators are 1,500,000 tons behind in shipments and need 3,000 additional cars.